

# **SR 108 TRANSPORTATION CONCEPT REPORT**



## **CALTRANS DISTRICT 9**

Office of System Planning  
December 2001

STATE ROUTE 108  
TRANSPORTATION CONCEPT REPORT

PREPARED  
BY  
CALTRANS  
DISTRICT 9  
SYSTEM PLANNING BRANCH

December 2001

APPROVAL RECOMMENDED:

\_\_\_\_\_  
F. KATY WALTON  
Deputy District Director  
Planning and Programming

\_\_\_\_\_  
DATE

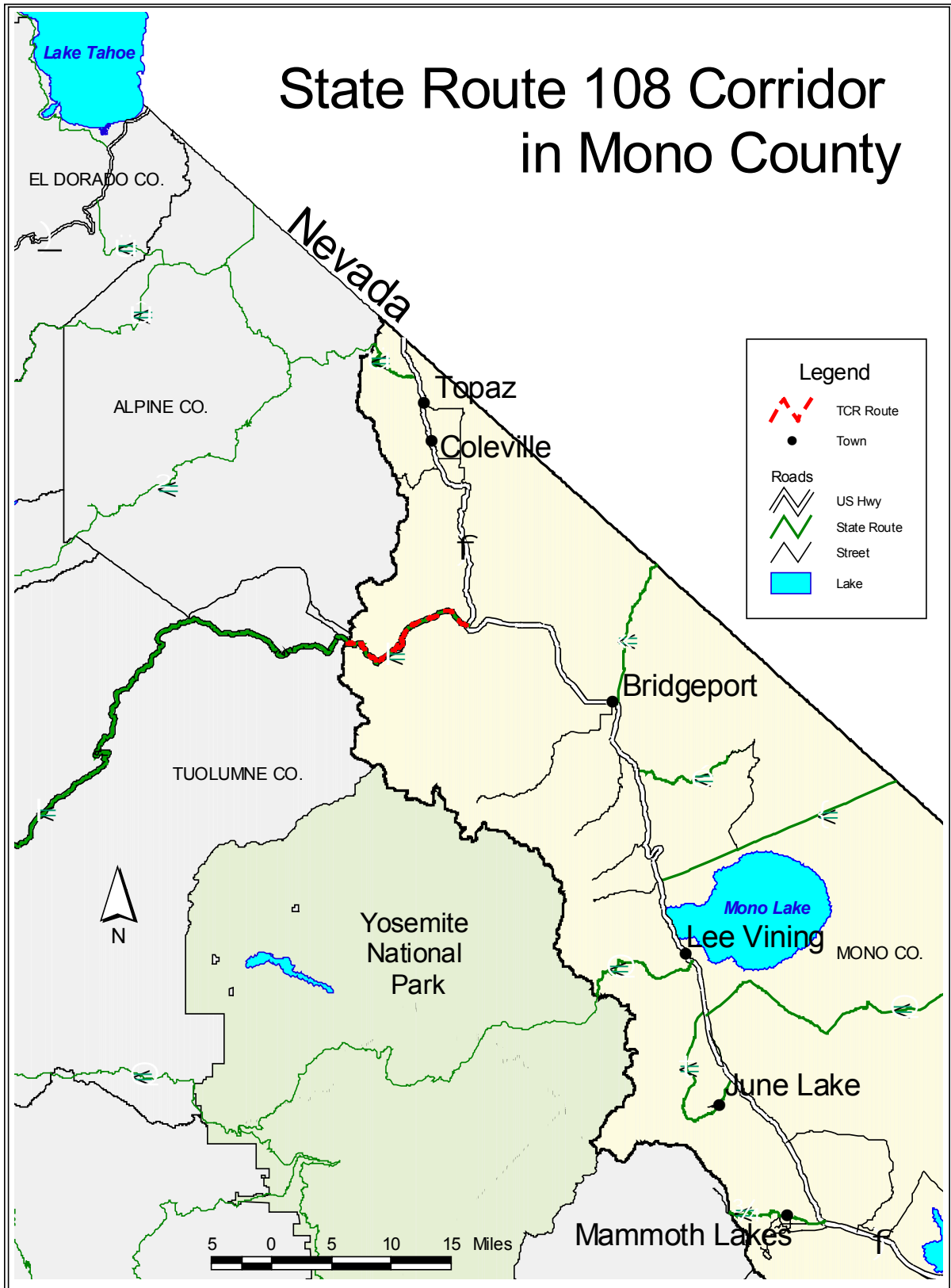
\_\_\_\_\_  
THOMAS P. HALLENBECK  
District Director

\_\_\_\_\_  
DATE

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# State Route 108 Corridor in Mono County



# EXECUTIVE SUMMARY

## INTRODUCTION

The Transportation Concept Report (TCR) is a long-range planning document that describes the current characteristics of the transportation corridor and establishes a twenty-year planning concept. The TCR defines the California Department of Transportation (Department) goals for the development of the transportation corridor in terms of Level of Service (LOS) and type of facilities, and broadly identifies the improvements needed to achieve those goals. The TCR also examines the corridor needs beyond the twenty-year planning period.

This Transportation Concept Report has been prepared by the District 9 System Planning Branch in consultation with the various functional units within the District, local agencies and regional agencies. All information in this report is subject to revision as condition changes and new information is obtained. Consequently, the nature and the size of identified improvements will be refined as they move through the project development stages. Final determinations are made at the time of project planning and environmental analysis.

## FORMAT

The format for the TCR has changed from its previous fully narrative report form to a more concise database-oriented style. This new format was designed to streamline information and to better provide a useable, easy to update platform for computerized access.

## CONCEPT RATIONALE

This Transportation Concept Report covers the portion of State Route 108 (SR 108) within the boundary of District 9, from the Tuolumne county line to US 395, a distance of 15.15 miles (24.38 kilometers). Andrew Fletcher first called the idea of a wagon road through Sonora Pass connecting Tuolumne County with Mining towns of Mono County to attention in 1862. In 1863, the Route was resurveyed and relocated from Sonora Pass down Deadman Creek and the middle fork of the Stanislaus River. The wagon road, which established the general location of the present highway, was completed in 1865. The State Route 108 became a State Highway in 1901.

State Route 108 is eligible for official designation as a California Scenic Highway due to the spectacular scenery along the route. Leavitt Falls, visible from the highway, contributes to the scenic appeal of the area. Recreation facilities such as day use areas, campgrounds and walking trails attract tourists and recreationists. Any future highway development that will have a potential negative aesthetic effect will require a visual impact analysis in order to preserve the outstanding scenery along the highway. SR 108 is a 2-lane Minor Arterial that provides access from US 395 to the western side of the Sierra Nevada Mountains. SR 108 begins at Sonora Junction in Mono County and

ends at Interstate 5 near Crows Landing in Stanislaus County. The elevation varies from approximately 6900 feet (2,103 m) at US 395 to over 9600 feet (2,926 m) at Sonora Pass. During the summer months, the road primarily serves recreational, the United States Marine Corps (USMC) Mountain Warfare Training Center (MWTC), and forestry traffic. US 395 Origin and Destination conducted during summer 2000 showed that 58.7% use SR 108 for recreation purposes. Due to severe winter weather conditions, SR 108 is usually closed from November to May. Only the section from US 395 to the USMC Mountain Warfare Training Center is kept open throughout the winter. There is interest from Mono County and residents in communities near Sonora Pass to keep a Mountain Pass open as long as possible in order to increase the economic base of local communities. SR 108 provides much needed recreational access to many of Mono County's most spectacular sites. Camping, fishing, horseback riding and hiking are just a few of the important tourism-related activities that help drive the county's economic engine. Also, when Sonora Pass is open, the Northern portion of the county, Bridgeport to the Nevada state line, is accessible to the populated areas of Central California and even the burgeoning community of Sonora, bringing much-needed economic benefits to the Northern portion of Mono County. Weather conditions and geometrics make it very difficult and costly to keep the highway open all year round. The costs versus benefits of this proposal should be addressed in a separate study and is not a part of the scope of this TCR. No alternative route exists for partial closure of SR 108. If a closure is required, the alternative is to utilize a different State Route, such as SR 89 or SR 120.

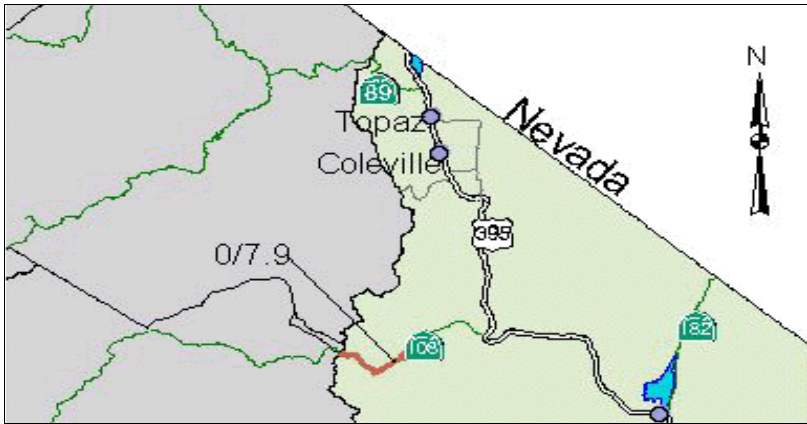
The primary needs for SR 108 are snow removal and continued adequate pavement maintenance. Spot operational and safety improvements such as drainage improvements, curve improvements, scenic turnouts and minor highway realignment will be considered as funding allows over the 20-year period. SR 108 is currently operating at Level of Service C. There are no capacity increasing projects being proposed for this State Route due to steep mountainous terrain and environmental considerations, therefore, the Concept LOS D is acceptable. Because SR 108 is environmentally sensitive, PM 0-15.15 (KP 0-24.38) will remain a 2-lane conventional facility. Due to significant impact to the highway and the character of the area if major improvements are made, the current design of the highway will remain the same. SR 108 has restrictions for buses over 40 feet (12.2 m) from postmile 0-11.4 (KP 0-18.4) due to steep grades, sharp curves and no turn-around opportunities. Buses over 40 feet (12.2 m) are allowed from Jct. 395 at PM 15.15 (KP 24.38) to the MWTC at PM 11.44 (KP 18.41), a distance of 3.71 miles (5.97 kilometers). Studies are currently being conducted to identify necessary improvements to accommodate 45-foot (13.71 m) buses. Bicyclists are allowed on all portions of SR 108 but use is generally light due to the Route's geometrics.

The USMC has proposed to relocate SR 108 in the vicinity of the MWTC. The primary objective of the proposed action is to meet airfield safety clearance requirements. It will also enhance visual quality along SR 108 by relocating a portion of the highway away from the lower base camp. The USMC has completed the Draft Project Study Report (PSR) for this project on July 19, 2001. Funding for this project is expected to be available in 2004 (as of December 2000). It is expected that this project will be constructed under encroachment permit within the 20-year timeframe.

## ROUTE CONCEPT SUMMARY

County	Segment	Post Miles	Post Kilometers	Current Facility	Concept Facility	Ultimate Facility	Current LOS	10-Yr LOS	20-Yr LOS	Concept LOS	Page #
Mono	1	0/7.9	0/12.71	2 Lane Conventional	2 Lane Conventional	2 Lane Conventional	C	D	D	D	5
Mono	2	7.9/15.15	12.71/24.38	2 Lane Conventional	2 Lane Conventional	2 Lane Conventional	C	C	C	C	7

## SR 108 SEGMENT FACT SHEET

<b>Length in KM</b>	12.71	<b>Length (mi):</b>	7.90	<b>Segment</b>	1
<b>PKm Back</b>	0.00	<b>Back PM</b>	0.00	<b>Segment Location</b>	
<b>PKm Ahead</b>	12.71	<b>Ahead PM</b>	7.90		
<b>Present Facility</b>	2 Lane Conventional				
<b>Present LOS</b>	C				
<b>Concept Facility</b>	2 Lane Conventional				
<b>Concept LOS</b>	D				
<b>Ultimate Facility</b>	2 Lane Conventional				
					
<b>Segment Description</b>					
<p>Segment 1, a two lane conventional facility begins at Tuolumne/Mono County Line and ends at Leavitt Meadows Trailhead. This segment of SR 108 serves mostly recreational and interregional traffic. The Leavitt Falls vista located at PM 6.0 (KP 9.65) attracts visitors to the area. This segment is characterized by narrow roadway, sharp curves and steep grades. Because of this, the standards for pavement width, grade and curve radius are low. The terrain is mountainous and 26% of the road have highway grades over 6%. The elevation ranges from 7155 ft. (2,181 m) to 9628 ft (2,935 m). The sight distance is severely limited on most of the upper portions of this segment. This segment carries approximately 480 AADT and operates at Level of Service C. The portion of the roadway known as Trailer House curve, PM 4.45-4.6 (KP 7.16-7.4) has a sharp vertical and horizontal curve. It is proposed to improve both the vertical and horizontal alignment at this location.</p>					
<b>Route Concept Improvements</b>					
<p>The route improvement strategies for this segment are as follows:</p> <p>PM 0-15.1 (KP 0-24.38) at various locations - Upgrade and/or increase culvert capacity; PM 4.45-4.6 (KP 7.16-7.4)(Trailer House Curve) - Improve grade and alignment; and, PM 6.5 (KP 10.46) - Rock Fall Mitigation/Slope protection.</p>					
<b>Functional Classification:</b>				<b>Programmed Projects</b>	
Minor Arterial					
<b>Route Designations:</b>					
<b>National Hwy System</b>	N	<b>Nat'l Truck Network</b>	0	<b>0=Non NTN, 1=NTN STAA Trucks, 2=Terminal Access Rte.</b>	
<b>Freeway/Express</b>	Y	<b>Scenic Highway</b>	2	<b>0=Non Scenic, 1=Officially Designated, 2=Eligible</b>	
<b>STRAHNET</b>	N	<b>Life Line</b>	0	<b>0=Non Life Line, 1=Life Line</b>	
<b>Regionally Significant</b>	N	<b>IRRS</b>	1	<b>0=Non IRRS, 1=IRRS, 2=IRRS Unconst, 3=Non IRRS, unconst.</b>	
				2000 SHOPP: MNO 108-PM 3.0-3.1(KP 4.83-4.99) - Sardine Creek Bridge Replacement. Construction is expected to begin in 2001.	
				2001 MINOR A: MNO 108-PM 0-15.1(KP 0-24.38) - Upgrade and/or increase culvert capacity. Construction is expected to begin in 2001.	
				2003 MINOR A: MNO 108-PM 4.45-4.6 (KP 7.16-7.4) - Vertical and horizontal curve alignment improvement. Construction is expected to begin in 2004.	

**County:**    MONO

**Route**        108

**Segment:**    1

**Segment:**    1

5



## SR 108 SEGMENT FACT SHEET

<b>RTPA/COG/MPO</b> Mono County LTC, Scott Burns, Executive Director PO Box 347 Mammoth Lakes, CA 93546 (760) 924-5450				<b>Air Quality Comments</b> This segment is unclassified/attainment for all air quality Federal standards. The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.  <b>Air Basin</b> Great Basin Valleys  <b>Air Quality District</b> Great Basin Unified Air Pollution Control District, 157 Short St. Bishop, CA 93514 (760) 872-8211				<b>Water Quality Comments</b> District 9 will coordinate and consult with local government agencies concerning Storm Water issues.																							
<b>General Plan</b> Mono County General Plan, 1993 update		<b>General Plan Standards</b> LOS D																													
<b>Land Use</b> Land use for this segment is open space recreational and ranching. The roadway along this segment provides access to hiking, camping and fishing. Land use owners are U.S. Forest Service and a few private parcels.						<b>Transit Service/ Modal Options</b> Bicycle travel is allowed. Fixed bus service not available. This Route has restrictions for buses over 40 ft due to steep grades and sharp curves. Sharp horizontal and vertical curves are located at PM 0.32 (KP 0.51), 0.55 (KP 0.88), 0.74 (KP 1.19), 2.23 (KP 3.59), 2.29 (KP 3.68), 4.31 (KP 6.93), 4.5 (KP 7.24) and 6.65 (KP 10.7). Studies are currently being conducted to identify necessary improvements to accommodate 45-foot (13.71 m) buses.																									
<b>Highway Log Right of Way Information</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Average Median Width (ft)</td> <td style="width: 10%; text-align: center;">0</td> <td style="width: 30%;">Avg Median Width (m)</td> <td style="width: 10%; text-align: center;">0</td> </tr> <tr> <td>Average Shoulder Width (ft)</td> <td style="text-align: center;">2</td> <td>Avg Shoulder Width (m)</td> <td style="text-align: center;">0.6</td> </tr> <tr> <td>Average Lane Width (ft)</td> <td style="text-align: center;">12</td> <td>Avg Lane Width (m)</td> <td style="text-align: center;">3.7</td> </tr> </table>						Average Median Width (ft)	0	Avg Median Width (m)	0	Average Shoulder Width (ft)	2	Avg Shoulder Width (m)	0.6	Average Lane Width (ft)	12	Avg Lane Width (m)	3.7	<b>Right of Way Comments</b> District 9 was issued a Special Use Permit (SUP) by the USFS for the entire route. The SUP expires 12/31/04. Right of Way is by prescriptive use only. There is no agreement with any other agencies for this segment.													
Average Median Width (ft)	0	Avg Median Width (m)	0																												
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<b>Traffic Forecasts</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">2000 AADT</td> <td style="width: 15%; text-align: center;">480</td> <td style="width: 15%;">2010 AADT</td> <td style="width: 15%; text-align: center;">528</td> <td style="width: 15%;">2020 AADT</td> <td style="width: 15%; text-align: center;">576</td> </tr> </table>		2000 AADT	480	2010 AADT	528	2020 AADT	576	<b>Peak Hourly Volumes</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">2000 PKH</td> <td style="width: 15%; text-align: center;">155</td> <td style="width: 15%;">2010 PKH</td> <td style="width: 15%; text-align: center;">171</td> <td style="width: 15%;">2020 PKH</td> <td style="width: 15%; text-align: center;">186</td> </tr> </table>		2000 PKH	155	2010 PKH	171	2020 PKH	186	<b>V/C Ratio</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">2000 V/C</td> <td style="width: 15%; text-align: center;">0.13</td> <td style="width: 15%;">2010 V/C</td> <td style="width: 15%; text-align: center;">0.14</td> <td style="width: 15%;">2020 V/C</td> <td style="width: 15%; text-align: center;">0.16</td> </tr> </table>		2000 V/C	0.13	2010 V/C	0.14	2020 V/C	0.16	<b>LOS</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">C</td> <td style="width: 15%;">D</td> <td style="width: 15%;">D</td> </tr> </table>		C	D	D	<b>Traffic Analysis Comments</b> 67% of the accidents in this segment are eastbound. Grades and curves maybe the factors. Possible improvements include operational and geometric improvements.		
2000 AADT	480	2010 AADT	528	2020 AADT	576																										
2000 PKH	155	2010 PKH	171	2020 PKH	186																										
2000 V/C	0.13	2010 V/C	0.14	2020 V/C	0.16																										
C	D	D																													
<b>Calculation Factors</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">F+I Accident Rate</td> <td style="width: 10%; text-align: center;">1.02</td> <td style="width: 20%;">% Traffic Growth (0-10 yrs)</td> <td style="width: 10%; text-align: center;">1</td> <td style="width: 20%;">% of Trucks</td> <td style="width: 10%; text-align: center;">1</td> </tr> <tr> <td>F+I Statewide Avg Rate</td> <td style="text-align: center;">1.28</td> <td>% Traffic Growth (10-20 yrs)</td> <td style="text-align: center;">1</td> <td>% of RV's</td> <td style="text-align: center;">4</td> </tr> <tr> <td>Total Accident Rate</td> <td style="text-align: center;">1.53</td> <td></td> <td></td> <td>% of Buses</td> <td style="text-align: center;">2</td> </tr> <tr> <td>Total Statewide Avg Rate</td> <td style="text-align: center;">2.54</td> <td>Directional Split</td> <td style="text-align: center;">50/50</td> <td>Terrain</td> <td style="text-align: center;">Mountainous</td> </tr> </table>						F+I Accident Rate	1.02	% Traffic Growth (0-10 yrs)	1	% of Trucks	1	F+I Statewide Avg Rate	1.28	% Traffic Growth (10-20 yrs)	1	% of RV's	4	Total Accident Rate	1.53			% of Buses	2	Total Statewide Avg Rate	2.54	Directional Split	50/50	Terrain	Mountainous	<b>Environmental Concerns</b> The scenic mountainous area is the main environmental concern for this segment. Other areas of concern are wet lands, endangered species and archaeological sites.	
F+I Accident Rate	1.02	% Traffic Growth (0-10 yrs)	1	% of Trucks	1																										
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<b>Bibliography</b> Mono County Regional Transportation Plan, 1996 (rev. 1999) Mono County General Plan, 1993 Highway Capacity Software, 1995																															

**County:** MONO

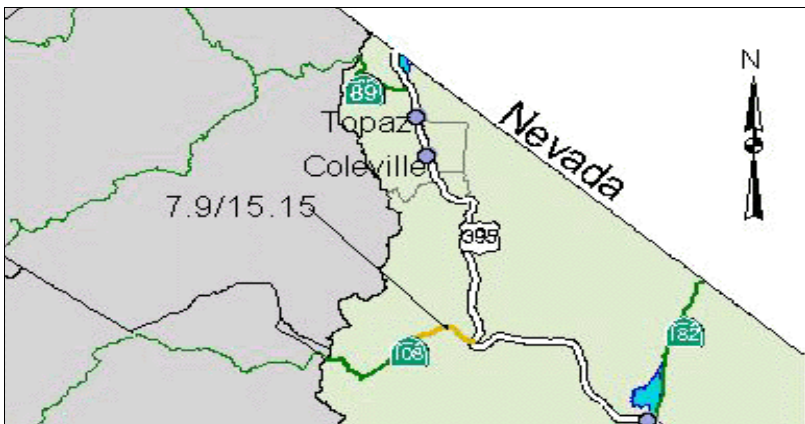
**Route**

108

**Segment:** 1

6

## SR 108 SEGMENT FACT SHEET

<b>Length in KM</b>	11.67	<b>Length (mi):</b>	7.25	<b>Segment</b>	2
<b>PKm Back</b>	12.71	<b>Back PM</b>	7.90	<b>Segment Location</b>	
<b>PKm Ahead</b>	24.38	<b>Ahead PM</b>	15.15		
<b>Present Facility</b>	2 Lane Conventional				
<b>Present LOS</b>	C				
<b>Concept Facility</b>	2 Lane Conventional				
<b>Concept LOS</b>	C				
<b>Ultimate Facility</b>	2 Lane Conventional				
					
<b>Segment Description</b>					
<p>Segment 2 begins at Leavitt Meadows Trailhead and ends at the junction with US 395. This segment of SR 108 provides a vital link for transporting of military personnel, equipment and supplies to and from the U.S Marine Corps Mountain Warfare Training Center. This segment also serves recreational traffic. Campgrounds are located at PM 7.9 (KP12.71) (Leavitt Meadows Campground) and PM 13.6 (KP21.88) (Sonora Bridge Campground). This segment carries 1233 AADT and operates at Level of Service C. The terrain throughout this segment is rolling with elevation ranging from 6693 ft. (2,040 m) to 7220 ft (2,201 m). The roadway's geometry is generally dictated by the rugged terrain the highway traverses.</p> <p>Between PM 11.44 (KP 18.41) and 15.15 (KP 24.38), the US Marine Corps has proposed to relocate State Route 108. The primary objective of the proposed action is to meet airfield safety clearance requirements.</p>					
<b>Route Concept Improvements</b>					
<p>The route improvement strategies for this segment are as follows:</p> <p>PM 0-15.1 (KP 0-24.38) at various locations - Upgrade and/or increase culvert capacity; and, PM 11.44-15.15 (KP 18.41-24.38) - Possible relocation by the USMC under permit.</p>					
<b>Functional Classification:</b>				<b>Programmed Projects</b>	
Minor Arterial				2001 MINOR A: MNO 108-PM 0-15.1(KP 0-24.38) - Upgrade and/or increase culvert capacity. Construction is expected to begin in 2001.	
<b>Route Designations:</b>					
<b>National Hwy System</b>	N	<b>Nat'l Truck Network</b>	0	<b>0=Non NTN, 1=NTN STAA Trucks, 2=Terminal Access Rte.</b>	
<b>Freeway/Express</b>	Y	<b>Scenic Highway</b>	2	<b>0=Non Scenic, 1=Officially Designated, 2=Eligible</b>	
<b>STRAHNET</b>	N	<b>Life Line</b>	0	<b>0=Non Life Line, 1=Life Line</b>	
<b>Regionally Significant</b>	N	<b>IRRS</b>	1	<b>0=Non IRRS, 1=IRRS, 2=IRRS Unconst, 3=Non IRRS, unconst.</b>	

**County:** MONO    **Route**    108    **Segment:**    2

## SR 108 SEGMENT FACT SHEET

<b>RTPA/COG/MPO</b> Mono County LTC, Scott Burns, Executive Director P.O. Box 347 Mammoth Lakes, CA 93546 (760)924-5450				<b>Air Quality Comments</b> This segment is unclassified/attainment for all air quality Federal standards. The following information is a brief overview only. For specific environmental information, contact the Caltrans District 9 Environmental Offices.  <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <b>Air Basin</b>            Great Basin Valleys   <b>Air Quality District</b>            Great Basin Unified Air Pollution Control District 157 Short St.            Bishop, CA 93514 (760) 872-8211.         </div> <div style="width: 45%;"> <b>Water Quality Comments</b>            District 9 will coordinate and consult with local government agencies concerning Storm Water issues.         </div> </div>																											
<b>General Plan</b> Mono County General Plan, 1993 update		<b>General Plan Standards</b> LOS D																													
<b>Land Use</b> Land use for this segment are U.S. Marine Corps Base, open space recreational and ranching. From PM 11.4 (KP 18.34) to PM 15.15 (KP 24.38), the route provides access to US Marine Corps Mountain Warfare Training Center. Land ownership in this segment consists mainly of USMC, US Forest Service land and some large undeveloped private parcels.						<b>Transit Service/ Modal Options</b> Bicycle travel is allowed. Fixed bus service not available. This route has restrictions for buses over 40 feet (12.2 m) due to steep grades and sharp curves.																									
<b>Highway Log Right of Way Information</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Average Median Width (ft)</td> <td style="width: 10%; text-align: center;">0</td> <td style="width: 30%;">Avg Median Width (m)</td> <td style="width: 10%; text-align: center;">0</td> </tr> <tr> <td>Average Shoulder Width (ft)</td> <td style="text-align: center;">2</td> <td>Avg Shoulder Width (m)</td> <td style="text-align: center;">0.6</td> </tr> <tr> <td>Average Lane Width (ft)</td> <td style="text-align: center;">12</td> <td>Avg Lane Width (m)</td> <td style="text-align: center;">3.7</td> </tr> </table>						Average Median Width (ft)	0	Avg Median Width (m)	0	Average Shoulder Width (ft)	2	Avg Shoulder Width (m)	0.6	Average Lane Width (ft)	12	Avg Lane Width (m)	3.7	<b>Right of Way Comments</b> District 9 was issued a Special Use Permit (SUP) by the USFS for the entire route. The SUP expires 12/31/04. Right of Way is by prescriptive use only. There is no agreement with any other agencies for this segment.													
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<b>Traffic Forecasts</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">2000 AADT</td> <td style="width: 15%; text-align: center;">1233</td> <td style="width: 15%;">2010 AADT</td> <td style="width: 15%; text-align: center;">1356</td> <td style="width: 15%;">2020 AADT</td> <td style="width: 15%; text-align: center;">1480</td> </tr> </table>		2000 AADT	1233	2010 AADT	1356	2020 AADT	1480	<b>Peak Hourly Volumes</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">2000 PKH</td> <td style="width: 15%; text-align: center;">303</td> <td style="width: 15%;">2010 PKH</td> <td style="width: 15%; text-align: center;">333</td> <td style="width: 15%;">2020 PKH</td> <td style="width: 15%; text-align: center;">364</td> </tr> </table>		2000 PKH	303	2010 PKH	333	2020 PKH	364	<b>V/C Ratio</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">2000 V/C</td> <td style="width: 15%; text-align: center;">0.16</td> <td style="width: 15%;">2010 V/C</td> <td style="width: 15%; text-align: center;">0.17</td> <td style="width: 15%;">2020 V/C</td> <td style="width: 15%; text-align: center;">0.19</td> </tr> </table>		2000 V/C	0.16	2010 V/C	0.17	2020 V/C	0.19	<b>LOS</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">C</td> <td style="width: 15%;">C</td> <td style="width: 15%;">C</td> </tr> </table>		C	C	C	<b>Traffic Analysis Comments</b> Most accidents occur between PM 12 (KP 19.31) and PM 14 (KP 22.53). 75% are westbound. 50% of the accidents are due to snow and ice. Possible improvements include shoulder widening and geometric improvements.		
2000 AADT	1233	2010 AADT	1356	2020 AADT	1480																										
2000 PKH	303	2010 PKH	333	2020 PKH	364																										
2000 V/C	0.16	2010 V/C	0.17	2020 V/C	0.19																										
C	C	C																													
<b>Calculation Factors</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">F+I Accident Rate</td> <td style="width: 10%; text-align: center;">0.42</td> <td style="width: 20%;">% Traffic Growth (0-10 yrs)</td> <td style="width: 10%; text-align: center;">1</td> <td style="width: 20%;">% of Trucks</td> <td style="width: 10%; text-align: center;">1</td> </tr> <tr> <td>F+I Statewide Avg Rate</td> <td style="text-align: center;">0.68</td> <td>% Traffic Growth (10-20 yrs)</td> <td style="text-align: center;">1</td> <td>% of RV's</td> <td style="text-align: center;">4</td> </tr> <tr> <td>Total Accident Rate</td> <td style="text-align: center;">0.74</td> <td></td> <td></td> <td>% of Buses</td> <td style="text-align: center;">2</td> </tr> <tr> <td>Total Statewide Avg Rate</td> <td style="text-align: center;">1.35</td> <td>Directional Split</td> <td style="text-align: center;">51/49</td> <td>Terrain</td> <td style="text-align: center;">Rolling</td> </tr> </table>						F+I Accident Rate	0.42	% Traffic Growth (0-10 yrs)	1	% of Trucks	1	F+I Statewide Avg Rate	0.68	% Traffic Growth (10-20 yrs)	1	% of RV's	4	Total Accident Rate	0.74			% of Buses	2	Total Statewide Avg Rate	1.35	Directional Split	51/49	Terrain	Rolling	<b>Environmental Concerns</b> Identified areas of concern are the scenic viewshed, wetlands, stream crossings, endangered species and archaeological sites.	
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<b>Bibliography</b> Mono County Regional Transportation Plan, 1996 (rev. 1999) Mono County General Plan, 1993 Highway Capacity Software, 1995																															

**County:** MONO

**Route**

108

**Segment:** 2

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## GLOSSARY

Concept Facility	Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning and engineering factors.
Concept LOS	Highest and best Level of Service that can be achieved in the 20-year planning period based on the concept facility.
Directional split	The percentage of traffic in the peak direction during the peak hour.
Functional Classification	Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided (i.e. Principal Arterial, Minor Arterial Roads, Collector Roads and Local Roads).
Interregional Road System	Statewide network of legislatively identified interregional routes, outside urbanized areas, that provides access to, and links between, the state's economic centers, major recreational areas, urban and rural regions.
Level of Service (LOS)	A qualitative rating of the effectiveness of a transportation system in serving travel. Letters A (best) through F (worst).
National Highway System	Federal-designated system of major highways in each state, including all numbered interstate highways.
Present Facility	Highway type and general characteristics at the time of this study.
Present LOS	Existing Level of Service.
Programmed Projects	Capacity-enhancing, safety and/or operational improvement projects programmed through the STIP or SHOPP.
Route Designations	Identifies whether or not the subject segment of a route is designated as being part of the National Highway System (NHS); Interregional Highway System (IRRS); Freeway/Expressway (F & E) System; Scenic Highway; National Truck Network (NTN); Terminal Access Route for the National Truck Network; Strategic Highway Network (STRAHNET); and, Highways of Regional Significance.
Ultimate Facility	Considers transportation needs 30-50 year Planning horizon to establish future right-of-way needs to accommodate growth.

## ACRONYMS

<b>AADT</b>	Average Annual Daily Traffic
<b>ADT</b>	Average Daily Traffic
<b>BLM</b>	Bureau of Land Management
<b>Caltrans</b>	California Department of Transportation
<b>IRRS</b>	Interregional Road System
<b>KM</b>	Kilometer
<b>KP</b>	Post Kilometer
<b>LOS</b>	Level of Service
<b>MNO</b>	Mono
<b>MWTC</b>	Mountain Warfare Training Center
<b>NHS</b>	National Highway System
<b>NTN</b>	National Truck Network
<b>PM</b>	Post Mile
<b>RV</b>	Recreational Vehicle
<b>SHOPP</b>	State Highway Operation and Protection Program
<b>STAA</b>	Surface Transportation Assistance Act
<b>STIP</b>	State Transportation Improvement Program
<b>STRAHNET</b>	Strategic Highway Network
<b>TCR</b>	Transportation Concept Report
<b>USFS</b>	US Forest Service
<b>USMC</b>	US Marine Corps
<b>V/C</b>	Volume to Capacity

## REFERENCES

2000 US 395 Origination and Destination Study  
1996 Mono County Regional Transportation Plan (revised 1999)  
1993 Caltrans Route Segment Report  
1993 Mono County General Plan  
1985 Caltrans Highway Capacity Manual/Highway Capacity Software v. 2.1  
1985 SR 108 Route Development Plan  
District 9 Post Mile Log (revised 8/00)  
TASAS Table B Accident Data – 3 year information from 05/02/97-05/01/00

# PROFILE OF SR 108

